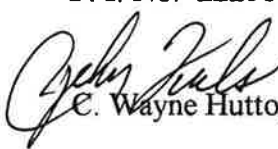


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(45) ^{PUTNAM} Morgan County **OFFICE** Preconstruction
P. I. No. 222580 **DATE** January 10, 2001
FROM  E. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Jimmy Chambers (ATTN: Ted Cashin)
Mike Thomas


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: EDS-441(45)
P.I. No.: 222580
Putnam County

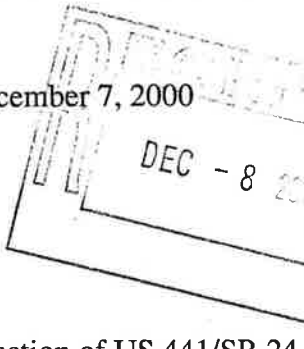
OFFICE: Environment/Location

DATE: December 7, 2000

FROM: 
Harvey D. Keeper, State Environment/Location Engineer

TO: Tom Turner, P.E., Director of Preconstruction

SUBJECT: Revised Project Concept Report – Widening & Reconstruction of US 441/SR 24



Approved Concept

Project EDS-441(45) is the proposed improvement to the existing US441/SR24. This project proposes to widen the existing roadway from 2, 3 and 4 lanes to 4 with a 44 foot grassed median. The project begins at Reids Road in Putnam County and extends north 9 miles to the Putnam-Morgan County Line. At its beginning, the project holds the existing pavement left, widening the right side. Approximately 1 mile north of CR177, the concept shifts to hold the existing R/W left to avoid an historic boundary on the left.

Just past the historic boundary (approx. 1 mile south of Hipp Road), the alignment shifts back and holds the existing pavement left. At Bethel Circle Road (CR148), the proposed alignment changes to the left side of the road and keeps this concept until Harmony Dr. (CR 117) where the project holds the existing R/W right to avoid a historic boundary.

Just north of this historic boundary (approximately 1000' north of CR117), the concept shifts to the right side and holds the existing R/W left to avoid another historic boundary.

Just past the historic boundary (1000' north of Griffith Rd., CR97), the project holds the existing pavement left widening to the right side of the road. The alignment avoids a cemetery (3000' south of Pierce Rd.) by holding the left existing R/W and shifts back to hold the existing pavement left (1100' south of Pierce Rd.) to the end of the project. The project ends at the Putnam-Morgan County line, where the next section (44) begins.

Revised Concept

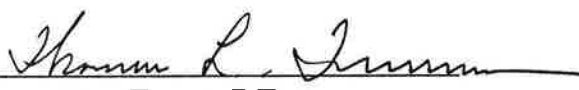
It is recommended that the southern termini be revised from Reids Road to begin approximately 300 feet south of Sherwood Avenue. This shift is recommended in order to tie the project in with the proposed Eatonton Bypass Project. The total length of the project changes from 9.0 miles to 9.2 miles.

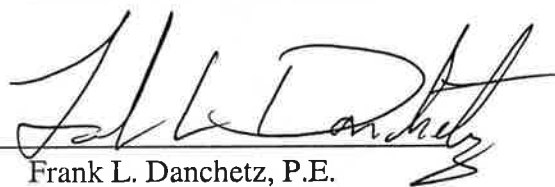
It is recommended that approximately 3000 feet north of Glenwood Drive (CR177), the concept shifts to hold the existing R/W left to avoid an historic boundary on the left. Just past the historic boundary (approx. 1 mile south of Hipp Road), the alignment shifts back and holds the existing pavement left. At Bethel Circle Road (CR148), the proposed alignment changes to new location, flattening the reverse curve and eliminating the compound curve at Rock Eagle State Park. This concept continues to Rock Eagle Rd.

(CR2), where the alignment shifts to hold the left existing R/W, minimizing the impact to Rock Eagle State Park. Approximately 1500' beyond Rock Eagle Rd. (CR2), the concept shifts to new location and keeps this concept until Harmony Dr. (CR 117) where the project holds the existing R/W right to avoid a historic boundary. Just north of this historic boundary (approximately 1000' north of CR117), the concept shifts to the right side and holds the existing R/W left to avoid another historic boundary. Just past the historic boundary (at Griffith Rd., CR97), the project shifts to new location, flattening the curve just beyond Griffith Rd. After the curve (approximately 2500' north of Griffith Rd.), the alignment begins holding the left existing R/W in order to avoid a cemetery (3000' south of Pierce Rd.). After the cemetery, the alignment shifts to hold the existing pavement left (1100' south of Pierce Rd.) to the end of the project. The project ends at the Putnam-Morgan County line, where the next section (44) begins.

Estimated Cost:	<u>Proposed (2000)</u>	<u>Approved (1997)</u>	<u>Prog. Date</u>
	8.1 miles	8.6 miles	
Construction (incl.E&C + infl.)	\$ 17,716,000	\$ 13,786,000	2006
Right-of-way	\$ 5,567,100	\$ 1,150,000	2003
Utilities	To be requested	\$ 411,000	

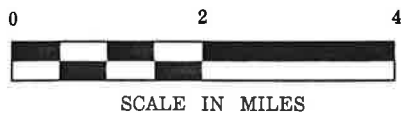
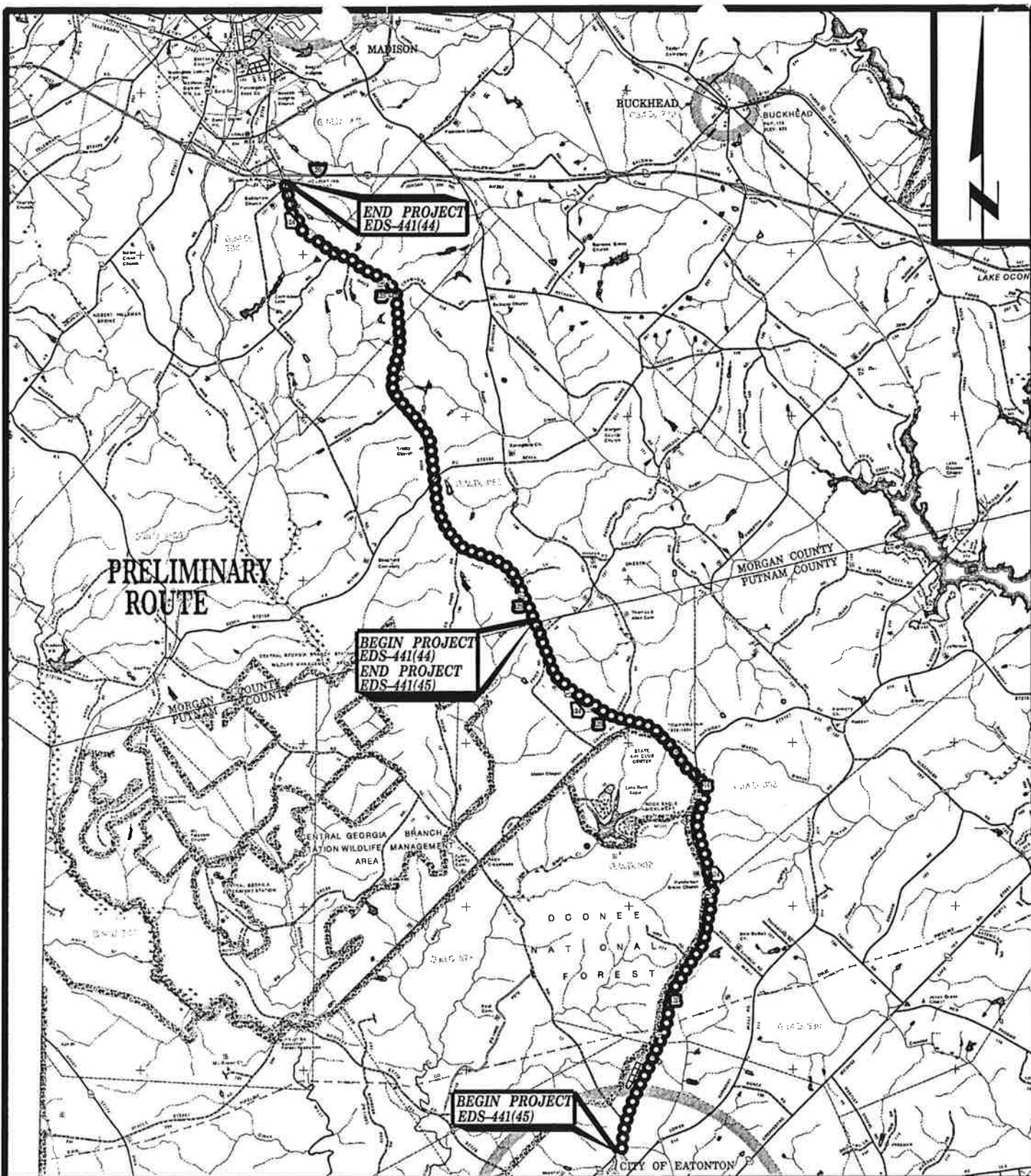
Recommendation: It is recommended that the proposed revision to the concept be approved for implementation.

Concur: 
Tom Turner, P.E.
Director of Preconstruction

Approve: 
Frank L. Danchetz, P.E.
Chief Engineer

HDK/DRP

Attachments: Sketch Map
Construction Cost Estimate



LOCATION

STRIPMAP
EDS-441(45)(44)
S.R. 24 IMPROVEMENTS
PUTNAM /MORGAN COUNTIES
P.I.# 222580 & 222570

SOURCE: GENERAL HIGHWAY MAP, PUTNAM/MORGAN CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1994

PRELIMINARY COST ESTIMATE

Office of Environment/Location

December 7, 2000

County(s) Putnam

PI Number 222580 Project Number EDS-441(45)

Project Name Widening & Reconstruction of US 441/SR 24 Project Length 9.2 Miles

Project Description

This project is the widening and reconstruction of US 441/SR 24 from the Eatonton Bypass at Reids Road to the Morgan County Line.

Existing Roadway

2, 3, and 4 x 12 ft. lanes with open ditch drainage

Comments

TRAFFIC:

Current Design Year 2001 Daily Volume (AADT) 11,500

Future Design Year 2021 Daily Volume (AADT) 19,550

☒ Concept Estimate

☐ Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median

5.2 Miles

Rural New Location: 4-Lanes with 44 ft Divided Median

4.0 Miles

Miles

Miles

Miles

Miles

Prepared By Dave Peters

Typical Section

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median

Typical Section Length MilesRight-of-Way Width Feet**GRADING AND DRAINAGE****1. EARTHWORK**

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
200,000	CY	2.50	500,000
20000	CY	10.00	200,000
	CY	3.72	
5.2	MI	100,927	525,000
GRADING AND DRAINAGE SUBTOTAL			\$1,225,000

BASE AND PAVING**1. GRADED AGGREGATE BASE****2. ASPHALT PAVING**

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
10"	46,674	TN	13.05	609,000
1 1/2" (165 LB/SY)	16,108	TN	34.55	557,000
3" (330 LB/SY)	32,215	TN	34.54	1,113,000
4" (440 LB/SY)	16,108	TN	34.62	558,000
	14,461	GL	0.82	12,000
	0	LF	9.39	0
	0	MI	28,410	0
				285,000
BASE AND PAVING SUBTOTAL				\$3,134,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
5.2 MI	88,000	458,000
158 AC	6,000	945,000
5.2 MI	40,527	211,000
5.2 MI	99,000	515,000
5.2 MI	17,594	91,000
5.2 MI	110,500	575,000
LUMP ITEM SUBTOTAL		\$2,795,000

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY	UNIT COST	TOTAL
	LF	10.11
	EA	435.59
	MI	300,000.00
MISCELLANEOUS SUBTOTAL		\$0

SPECIAL FEATURES

Side Roads

\$ 1,101,000

Typical Section

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length MilesRight-of-Way Width Feet**GRADING AND DRAINAGE****1. EARTHWORK**

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
140,000	CY	2.50	350,000
14000	CY	10.00	140,000
	CY	3.72	
4.0	MI	101,000	404,000

GRADING AND DRAINAGE SUBTOTAL \$894,000**BASE AND PAVING****1. GRADED AGGREGATE BASE****2. ASPHALT PAVING**

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
10"	71,806	TN	13.05	937,000
1 1/2" (165 LB/SY)	12,390	TN	34.55	428,000
3" (330 LB/SY)	24,781	TN	34.54	856,000
4" (440 LB/SY)	24,781	TN	34.62	858,000
	13,905	GL	0.82	11,000
	0	LF	9.39	0
	0	MI	42,000	0
				309,000
BASE AND PAVING SUBTOTAL				\$3,399,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY		UNIT COST	TOTAL
4.0	MI	41,000	164,000
121	AC	6,000	727,000
4.0	MI	80,002	320,000
4.0	MI	97,000	388,000
4.0	MI	19,321	77,000
4.0	MI	96,000	384,000
LUMP ITEM SUBTOTAL			\$2,060,000

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$1,376,000
2. Rural New Location: 4-Lanes with 44 ft Divided Median	\$1,588,000

PROJECT COST	
A. MAJOR STRUCTURES	
B. GRADING AND DRAINAGE	\$2,119,000
C. BASE AND PAVING	\$6,533,000
D. LUMP ITEMS	\$4,855,000
E. MISCELLANEOUS	
F. SPECIAL FEATURES	\$1,101,000
SUBTOTAL CONSTRUCTION COST	\$14,608,000
E. & C. (10%)	\$1,461,000
INFLATION 2 yrs @ 5 % per yr	\$1,647,073
GRAND TOTAL CONSTRUCTION COST	\$17,716,000